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OFFICES OF THE TRIBUNE.—Main office of The Tribune, 154 Nassau-st., New-York. Main uptown office, 1,242 Broadway. Address all correspondence simply "The Tribune," New-York.

New-York Daily Tribune.

FOUNDED BY HORACE GREELEY

WEDNESDAY, MAY 24, 1893.

TWELVE PAGES.

THE NEWS THIS MORNING.

Foreign.—The Behring Sea Court resumed proceedings; Mr. Carter accused Sir Charles Russell of misrepresenting his arguments. ==== The Nicaraguan revolutionists defeated the Government troops with great loss on Saturday. ==== Two of the French delegates to the Miners' Conference in Brussels were expelled from Belgium by order of the Government. ==== Lord Salisbury spoke against Home Rule in Larne and Belfast. ==== The union dock laborers at Hull returned to work. ==== More than 100 people are thought to have been killed by a landslide in Norway.

Domestic.—The World's Fair National Commission voted to adopt the Judiciary Committee's minority report in favor of Sunday opening. ==== Tornadoes did great damage to property in Ohio, Michigan and Indiana, and at Louisville; three men were killed and several injured at Cleveland. ==== The Presbyterian General Assembly at Washington began the consideration of the appeal in the Briggs case; the report of board of Home Missions was received. ==== President and Mrs. Cleveland entertained the Infanta Eulalie at a State dinner. ==== A. A. McLeod resigned the presidency of the Boston and Maine Railroad. ==== The National Bank of Elmira, N. Y., failed.

City and Suburban.—The National Bank of Deposit closed its doors. ==== Drexel, Morgan & Co's. plan of reorganization for Richmond Terminal was announced. ==== Winners at Gravesend: El Telegrafo, Reckon, Kentigerna, Naphtha, Poor Jonathan and Yorkville Belle. ==== The temporary programme for the entertainment in the city of the Infanta was adopted. ==== Brooklyn defeated Washington at baseball. ==== Benjamin F. Carver, a wealthy retired stock operator, killed himself by climbing out of the window of his room at the Hotel Bristol. ==== Stocks opened weak, rallied slowly, and on renewed selling for both accounts closed at the lowest points; dullness was the only feature; money on call ruled at 2 1-2 per cent.

The Weather.—Forecast for to-day: Generally fair, preceded by showers; cooler. Temperature yesterday: Highest, 85 degrees; lowest, 66; average, 73 3-4.

Some steps were taken yesterday by a special commission appointed by act of the Legislature in 1888 toward protecting New-York and its environs from an invasion of cholera. So far as we are aware, the commission, which consists of a number of State and city officials, has done nothing whatever heretofore; but when an appropriation of $175,000 was placed at its disposal by the late Legislature it was galvanized into activity with little delay. The magic power of an appropriation was never more clearly shown. Just how much effect the commission's labors will have cannot be foreseen; but it is safe to predict that the $175,000 will be used to the last cent in fighting cholera, either actual or potential.

The Grand Jury has made a timely and needed utterance on the evils of circulating false reports regarding the condition of business houses in times of financial stress. No indictments were found, but the Grand Jury is of the opinion that a recent incident of this kind should be made the occasion of more stringent legislation, and that the originators of unfounded rumors ought to be subject to severe punishment. There will be no dissent from this view in the minds of intelligent men. The jury's presentment will no doubt serve as a sufficient warning for the present, but the question of stricter laws on this subject may properly demand careful consideration from our legislators.

Two reports on the Briggs case were made yesterday to the Presbyterian Assembly by the Judicial Committee. They agree on the main point that the appeal is in order; after that the difference appears to be that the minority wish the Assembly to determine what course it shall take, while the majority prescribe that the case shall proceed to trial forthwith. It is difficult to see how the adoption of one report rather than the other will make the slightest difference in the ultimate result. The general public, at any rate, can perceive little in a technical distinction of this kind. What seems clear is that Dr. Briggs is to be tried for heresy by the highest body in the Presbyterian Church; and from the decision of that body there can, of course, be no appeal.

Considerable time was spent by the World's Fair National Commission yesterday in discussing the Sunday opening question, with the result that a report in favor of opening the Exhibition on Sunday was adopted by a small majority. No action, however, toward repaying the $2,500,000 advanced by the General Government was taken, and the question of legal steps to enforce the condition on which this sum was granted remains for the decision of the Attorney-General. Whether or not this condition is legally binding, it certainly is morally binding. As honorable men, the Fair managers are bound to return that money to the Government before unlocking the gates on Sunday.

All true Americans will take pleasure in the fact that the good offices of our Government have been successfully employed in preventing a threatened conflict between Japan and Corea. The trouble grew out of an embargo placed by Corea on the exportation of beans and pulse, in consequence of which a number of Japanese merchants, their supplies being thus cut off, suffered severely. Largely through the efforts of the United States the principle of arbitration was resorted to, and a compromise has been reached whereby Corea pays Japan an indemnity of $110,000. This triumph of arbitration is all the more satisfactory because of its acceptance by nations that have only recently begun to keep step with modern progress.

THE NEW-YORK'S TRIAL.

The official trial of the cruiser New-York has established her claim to be the fastest ship in the United States Navy. The San Francisco has been credited with a speed of 20.17 knots; and the Baltimore and Philadelphia have exceeded 19 1-2 knots. The New-York has apparently made 21.07 knots in a continuous run of nearly 100 miles; and this hourly average may be increased when the engineers' calculations are reported to the Navy Department. This is a result which challenges comparisons with the fastest cruisers of her class in foreign navies. There are two or three ships like the Neuve de Julio which have nominally exceeded this speed, but under less exacting tests and for short distances. A spurt trial over a measured mile would undoubtedly bring the New-York's record up to 23 knots, but that would not offer practical evidence of her sustained speed over a long course. So exhaustive and satisfactory have been the tests that it is evident that she can overtake and sail around the fastest cruisers in the British, French, German, Italian, Russian and Spanish navies. She will also outclass them in manoeuvring power and in weight of armament as a fighting ship.

The Blake and the Blenheim were designed as 22-knot ships with engines for 20,000 indicated horse-power. Both ships disappointed expectations owing to miscalculations in the boiler designs. The Blake with 14,450 horse-power made a record of 19.12 knots in her official trial. The Blenheim's failure was covered up by a scratch record on a "spurt" test, but in "The Naval Annual" edited by Lord Brassey she is rated as a 20-knot ship with 14,924 horse-power. The New-York, while nearly as large as these ships, has developed on her trial a collective horse-power exceeding 17,000, and a speed nearly 2 knots ahead of one and 1 knot ahead of the other. She is at least 2 knots faster than the French Jean Bart, and is superior in speed to the Spanish Reina Regente. Comparisons with the fastest German and Italian cruisers are equally favorable to the American vessel, although she has been subjected to more rigorous tests than her foreign competitors. The New-York may fairly be assumed to be the fastest and most formidable cruiser afloat. Her performance on Monday attested at once the superiority of American designers and shipbuilders. The only miscalculation was an underrating of her speed, by which the contractors will earn $200,000 in premiums. The most powerful engines ever set up in a cruiser worked perfectly under the abnormal pressure of a high-speed trial.

While the results of this trial are most satisfactory, we must place on record our deliberate opinion that the system of premiums for excess of speed over the provisions of the contract is wrong in principle. In order to make a record, which will never be closely approached in actual service, the boilers and mechanism have been subjected to a tremendous strain. The maximum speed is ascertained to be 21.07 knots; but in producing it 30 tons of coal were burned an hour. That is at the rate of 720 tons a day. How useful that record is for practical purposes may be judged from the capacity of the vessel's coal bunkers, which is 1,500 tons. The New-York in service can steam at that rate about forty-eight hours! The record has been made under conditions which will never again be reproduced. It is an artificial rating on paper to which designers and builders can refer with patriotic and professional pride; but practically it is not worth what it costs. We are not speaking now of the $200,000, which the Cramps have legitimately earned under their contract. We are referring to the strain upon boilers and machinery which permanently weakens the ship for the sake of establishing an artificial record for the American Navy.

At the outset it may have been necessary for the Government to stimulate the energies and inventive talent of shipbuilders by offering premiums. That was because the art of making high-power engines and building cruisers of the first class had to be introduced in the United States. Now that American shipbuilders have repeatedly demonstrated their ability to outstrip European competitors at all points premiums are no longer required. Practically it is a mistake to overstrain the mechanism of a new ship. It is a system which tempts the contractor to sacrifice everything to speed.

AN INTERESTING EXHIBIT FOR TAX-PAYERS.

Appropriations made by the Legislature of 1892, $14,364,094. Appropriations made by the Legislature of 1893, $18,298,448. Increase in the sum total of appropriations for 1893 over 1892, $3,934,354. This is an interesting and suggestive exhibit, and one to which the attention of the taxpayers cannot too frequently be drawn between now and November's Election Day. For a party whose representatives cannot be trusted to handle the people's money obviously has no just claim upon the people's votes.

A letter from our Albany correspondent which was published yesterday presents some of the salient details of the appropriations. Very likely to Tammany, which ran the Legislature of 1893, the figures in question do not seem big. But Tammany's conception of what extravagance is, extravagance at the public expense, differs radically from the conception of the average taxpayer. The letter is also worthy of attention because of the sidelights which it throws upon Governor Flower's practical statesmanship in the field of applied finance. It is in order for him to explain—if it occurs to him that he can—why he vetoed the leading philanthropic bill of the session providing for the establishment of an epileptic colony and signed a bill providing for another and unnecessary Normal School; why, after recommending in his message that all the appropriations for canal purposes should be included in a single bill—a recommendation obviously in the interest of economy—he proceeded to sign bill after bill providing for the construction of canal bridges and for other canal work; why, after approving a few bills providing for the purchase by the State of county almshouse property, he declined to sign a general bill having the same object in view. The fact is the record of the session leaves the Governor in about as bad a plight as it does the Democratic majority of the Legislature, in spite of the fact to which he has directed attention, that he vetoed bills amounting in the aggregate to over a million dollars. He rarely ran counter to the wishes of the unscrupulous bosses who managed the Legislature for what they could make out of it.

"The Utica Herald" takes pains to show what the raising of the tax rate from 1.98 in 1892 to 2.58 in 1893 will cost a number of counties in the interior of the State. It says:

> The increase this year means an addition of $26,572 to the tax load of Oneida County, $4,736 to that of Lewis, $6,510 to that of Herkimer, $11,634 to that of Madison, $15,889 to that of Jefferson, $7,815 to that of Chenango, $14,181 to that of Montgomery, $11,544 to that of Otsego, $6,914 to that of Delaware, $7,197 to that of Fulton, $13,884 to that of St. Lawrence, $14,213 to that of Oswego.

The Republican newspapers generally ought to print the figures of increase for their respective counties, and keep them standing until the fall voting is done. All such publications will be good campaign documents. Nobody claims, of course, that all the increase is illegitimate—many of the items are beyond criticism. But the fact remains, after making all fair allowances, that the Legislature of 1893 handled the public purse as only a weak, reckless and extravagant body would have handled it.

THAT MYSTERIOUS FRANCHISE.

Those retiring, not to say secretive, individuals upon whom the Legislature and the Governor, under the auspices of the Hon. Timothy Dry-Dollar Sullivan and Mr. J. Sergeant Cram, bestowed the privilege of dispensing compressed air and salt water to this city may possibly find that they made a mistake when they left the Constitution of the State out of their calculations. We note with pleasure the opinion of Controller Myers that their franchise is worthless, for the reason that the bill conferring it was not properly described in the title. The fact that it purported to be a measure relating to the sale of flowers might not trouble the consciences of the projectors of the enterprise, but they will doubtless be extremely annoyed in case the courts are invoked to consider the validity of the law under which they are preparing to begin operations. But nevertheless, even at the risk of seriously offending them, we hope that this course will be pursued.

We must not be misunderstood as opposing the distribution of compressed air and salt water under suitable conditions. We are not quite clear as to the blessings which salt water on tap is capable of diffusing through the metropolis. On this point the measure recently passed and the meagre admissions of the New-York Power Company leave much to the imagination. For the present it is sufficient to say that we are open to argument. But the efficiency and convenience and tractability of compressed air are not disputed. It happens that its serviceable qualities have lately been demonstrated on a rather large scale in European cities, a fact which has not improbably attracted the attention of the projectors of the scheme now under discussion. It may readily be conceived that a well-laid and well-managed service of this sort would prove popular and profitable in this city. What we strongly object to is the manner in which an important and prospectively lucrative franchise was secured at Albany. The legislative machine at the Capitol ought to turn out the advertised product, and not something as radically different from the specifications as a nosegay is different from an hydraulic ram. There has been altogether too much of this covert and sneaking business, and if no other consideration were involved a stern rebuke and a practical nullification by the courts would be most proper and salutary.

But this is not the only consideration. The franchise permits its possessors to subject the community to great injury and discomfort, and in fact to do just about as they please with the streets of the city. They are not restrained by such conditions as experience has shown are necessary to safeguard public and private interests, but left free to execute their plans according to the suggestions of their own selfishness. Furthermore, for privileges of an extraordinary character and great prospective value they are required to make no recompense. If any power to impose suitable terms is reserved to the municipal government it is not likely to be exercised, for no intelligent citizen can suppose that this significant measure was enacted without the knowledge and consent of our Tammany dictators. Franchises which ought to have been made to pay the whole cost of local administration have been given away in the past, and there is every reason why the city should not continue to bestow such rich favors upon individuals. Controller Myers has sound ideas on this subject, and has frequently expressed them with refreshing emphasis. We are glad to see that he is watching the New-York Power Company intently, and preparing to make a strenuous effort in behalf of the city treasury. He ought not to be left to make the fight alone.

THE WHOLESOMENESS OF THE TRUTH

In such times as business men have witnessed of late, there are always some who would like to have pleasant things said and printed, regardless of the future or the facts. But there is never any use in cultivating false confidence. When the Reading directors made a glowing report, only a few weeks before the concern went into bankruptcy, they did not help things at all, but only deluded and defrauded the individuals who were caught with securities when the smash came. When the Whiskey Trust put out most glowing and gorgeous statements of its prosperity at the very time insiders were selling, it did not prevent the disaster, but only enabled some individuals to defraud others. When the Cordage Company recited its enormous earnings and profits in print day by day it did not prevent the appointment of a receiver. So with regard to the general condition of business; nothing can be gained by telling the public untruths.

It is pleasant for every sensible and solvent business man, and necessarily for every such newspaper, to take as cheerful a view of things as the facts will permit. To all it would be exceedingly gratifying to know that every cause of disturbance and depression had been removed, and that the natural progress of the country and the wonderful recuperative power of the people would henceforth be unchecked. But if that is not the truth, no good can be done by saying so. Harm can be done, and a great deal of it, by encouraging men to extend their enterprises or their ventures when there is reason for the utmost caution. The wrecker who hangs out false lights to lure ships on the rocks is morally on a level with him who predicts financial fair weather, and safety for the barks that put to sea, when there is a great storm in sight. To be an alarmist or pessimist in this country in the face of its amazing resources and rapidity of growth is particularly foolish. Under every estimate of the future the sensible man will keep constantly in mind the fact that this people will stand an almost unlimited amount of ruining. The elastic and recuperative power here are so great that disasters are more rare and produce less serious results than in other lands. The same crazy epidemic of land speculation which has wrecked Australia in 1893, as it did Argentina in 1890, swept over this country a few years ago with such an alarming increase of indebtedness and inflation of prices that there were few thinking men who believed a great disaster could be avoided. The losses to individuals, in single States like Kansas, were really tremendous. Yet the worst disaster that has come upon this favored Nation up to this time is the unsettling of many intellects, so that a Populist craze became possible.

It is not the less true that periods of reverse and reaction do come even in this country. To most of the active men of to-day 1873 is only a page of ancient history, like 1857 and 1837. Those who had to face the trials of that crisis will hardly be caught by another unwarned or unprepared, but their safety and the safety of all business require that the great multitudes who have never borne the responsibility of business life through such a strain should not be expanding themselves without warning when there are signs of danger. Only by reasonable caution and honest truth telling can the country be saved in future from the worst effects of any similar calamity. It is still the fact, as it has been since November last, that uncertainty about the tariff and about the currency endanger the future. To these causes are now added industrial depression in Europe, and the financial smash in Australia, and at home the distrust of many corporations formed to monopolize production and prices. There are also some indications of short crops this year, and there is a possibility of the cholera. While these various dangers continue to menace business and industry it is of no use to shut the eyes to them. An infinitely wiser course is to be prepared as far as possible for some reaction, so that its consequences may be more moderate and brief if it comes.

TEN YEARS OF THE BRIDGE.

Ten years ago to-day the New-York and Brooklyn Bridge was opened to public use. The present is, accordingly, a fitting time to glance at the record of the first decade in the history of the structure, and ascertain how far it has met the public expectation and justified the enormous expenditure required to complete it. One of the things that must strike every observer forcibly is that the Brooklyn Bridge has not been a success in the sense that it has demonstrated the wisdom of a municipality engaging in public works of this class. No one has seriously proposed in the last ten years that the two cities should undertake to build another bridge, and any one who should present such a proposition for public consideration would be laughed to scorn. It is the universal opinion that future bridges, whether across the East or North River, must be private enterprises. So much may be said to have been demonstrated by the experiment with the link of steel and stone which binds together New-York and Brooklyn.

Shrewd observers early saw that the principal use of the great work would be as a railroad bridge, and this is more apparent now than ever before. During the first months after the Bridge was opened, and before the railway was put in operation, large numbers of people walked across the promenade, and gladly paid one cent for the privilege of doing so; but even with the much lower rate of fare that prevailed afterward for several years, the number of foot passengers was not large. Since the abolition of tolls on this part of the structure the footwalk has, of course, been extensively used, but the number of railway passengers does not appear to have been appreciably affected. Unfortunately, the Bridge managers failed to perceive with clearness the probable growth of the railway business, and did not take measures betimes to provide for it. Even when they at last took up the solution of the problem in earnest, a policy of delay and general incompetency prevailed, so that many months ago the overcrowding during the busiest hours of the day became disgraceful and dangerous. Relief is promised in the not remote future, but the Bridge-using public would rejoice to see a more energetic policy initiated.

Some ground for hope in this direction is furnished in the reorganization accomplished by means of a bill passed by the Legislature which recently adjourned. Doubtless still better results would have been achieved if the Mayors of the two cities had seen fit to make up a Board of Trustees composed of entirely new men, instead of appointing those already in the rut. With the smaller Board, however, fairly rapid progress may reasonably be hoped for. It is, most certainly, the clear duty of the trustees to bend every energy in the direction of enlarging the carrying capacity of the Bridge to the utmost. Meantime other bridges across the East River are in contemplation, and the probabilities are that when the second decade of the existing Bridge is completed at least two or three other bridges will be in operation. But none of them will be built with public money. One bridge owned and run as a public enterprise is quite sufficient for the present generation, and will no doubt be all-sufficient for at least several generations to come.

AN ARCADIAN INCIDENT.

The course of true love still remains a menace to navigation. About the same number of craft, however, seem to keep in commission, the many wrecks appearing to have little or no deterring influence on the hardy navigators. It seems strange, by the way, that Congress, while throwing about vast sums for river and harbor improvement, never focussed its paternal eye on the notorious condition of this route.

Perhaps the latest disaster is reported from Winona, Minnesota. A flavor of fatefulness seems to linger around this name, since the original Winona was, if we mistake not, one of those numerous Indian maidens who leaped over a high precipice on account of a lover mislaying himself or disappearing in some way. But in this modern instance the maiden seems to have come off in good condition, as modern maidens have a faculty for doing, while it is the lover, or, rather, one of the lovers, who is looking about for a quiet, well-appointed precipice, not too high and with a springy variety of rocks around the base. According to the St. Paul exchange in which we find the particulars of the affair, the maiden was named Anna Neller, and she is described as a "comely young lady from Arcadia." But, though from this guileless clime, it appears that she had read the newspapers. It would naturally be supposed that an Arcadian maiden would have but one lover, and would cling to him through thick and thin—especially thick—but even Arcadia is waking up in this eleventh hour of the century. Miss Neller had two lovers. One was named J. Cannot (and events showed that he couldn't) and the other, J. R. Goelity. This name, somehow, a good deal suggests that of our old friend Mr. Golightly, who had such a Box-and-Cox time of it; but as Golightly came out all right in the end, so did J. R. Goelity.

The reader can easily believe, we doubt not, that these two rivals for the hand of the Arcadian village maiden did not confide in each other—not to any marked extent. So it is not strange that neither knew anything of the other's plans. If they had we presume they would not have each planned to elope with the lady the same day. A girl can't elope with two men in opposite directions at the same time—at least, a simple Arcadian girl can't. But, each working independently, they drove up to the house where Miss Neller was visiting at the same time. Mr. J. Cannot dashed up boldly to the front door, gave a boy 10 cents to hold his horses and rang the bell hysterically. At the same moment was heard the somewhat deprecatory rap of J. R. Goelity at the rear door. He had tied his horse to a hydrant in the back street and come in past the woodpile and the clothes reel. J. R. Goelity was the original man who wanted but little here below. He sat down in the kitchen and asked the servant girl to tell Miss Neller that he was there. J. Cannot, of course, was announced at the same instant. Goelity helped himself to a fresh doughnut, leaned back in his chair and waited. Cannot stood in the parlor and toyed nervously with his hat and cane. But what of the young woman from Arcadia? She, alas! stood in the dining-room, torn with fierce emotions. Should she go out the front door? Should she dash away behind the high steppers which were boy-held in the front street or jog off in the rear of the time-worn sorrel nag attached to the hydrant out in the alley? Should it be J. Cannot or J. R. Goelity? Some young ladies would have been dazzled by the splendors of the front, but not so Miss Neller. She glanced out a side window to see that nobody was coming from that direction, too, and turned and went into the kitchen with a firm step. "I am ready," was all she said. J. R. Goelity handed her a doughnut, took another himself, and they went out and drove to the nearest minister. After J. Cannot had dropped his hat four times and stepped on it twice, he went out, kicked at the dog in the front yard and drove away.

Various morals may, no doubt, be drawn from this Minnesota incident. Perhaps the most valuable is that simply because a girl has just come to town from Arcadia is no proof that she is going to become excited and lose her head on account of a little thing like a rush of men wanting to elope.

The preservation of shrubs and vines and flowers in Central Park from theft and injury requires constant watchfulness. This year the spoilers have been more numerous and ruthless than usual, so that Superintendent Parsons has felt it needful to call public attention to the matter through the Park Department. Some of this spoliation is thoughtless, but most of it is wanton, and we commend the course of Justice McMahon, who on Monday in the Yorkville Police Court held twelve boys and young men for trial and fined two others. A conspicuous lesson of this sort was needed. We hope a repetition of it may not be required.

Utica, Syracuse and other cities of the State are earnestly talking of celebrating the Fourth of July with old-fashioned ardor. Good for them! The fire on the altar of patriotism cannot be kept too brightly burning.

The Manhattan directors say that their company will be a bidder for the new franchise in case the Rapid Transit Commission fails to meet its terms and decides to let plans for a new uptown and trans-Harlem system. Exactly. There are more ways of entering a house than through the front door.

The observance of June 14 as Flag Day was commended to the country at large several years ago, first by the Connecticut Society of the Sons of the American Revolution, and later by the National branch of that order. It has been observed in several States and in this city to some extent every year, and is one of the many beautiful and meritorious celebrations which are worthy of general attention. A movement is now on foot in Philadelphia for a general observance of the day, by a profuse display of the National colors throughout that city. Upon June 14, 1777, the Continental Congress adopted the stars in a field of blue and the thirteen stripes of red and white as forever the flag of free America. This is a year of patriotic observances, and it is to be hoped that the National standard will be unfurled in New-York City on June 14 over every home and building which possesses one.

If business calamities continue at their present rate of occurrence, Mr. Cleveland will soon have a supply of "object lessons" ample enough to satisfy even so stern an economist as he.

"The Toronto Mail" is mistaken in its statement that the Petroff forgeries in the Behring Sea papers were discovered by the British Government, and by it notified to the American Department of State. Precisely the reverse is true. They were discovered by Secretary Foster, who at once informed Sir Julian Pauncefote of them, giving then the first intimation of their existence which the British Government had received. The fact that such forgeries occurred at all is sufficiently humiliating to Americans without misrepresenting the method and means of their discovery and retraction.

It is reported that Georgia's yield of watermelons this year will amount to 30,000 acres. The immediate future of the colored man at the South is not so gloomy as it might be.

Now that the trial of Lizzie Borden for the murder of her parents is about to begin, Mrs. Mary Livermore comes to the front and asserts her belief in her innocence. Mrs. Livermore has been interviewing the accused, and, after hearing what she has to say, cannot be persuaded, in spite of "the network of circumstantial evidence," that she is guilty. The trial will be followed with great interest all over the country, for the case is full of perplexity.

PERSONAL.

Colonel John Turner Wait, of Norwich, for many years member of Congress from the IIId District of Connecticut and now nearly eighty-two years of age, is probably the oldest practising lawyer in the Nutmeg State. The Colonel surprises his friends by his physical and mental activity, and maintains his old reputation as a story-teller with few equals.

Edward J. Hopkins, one of the most distinguished of English organists, recently celebrated the completion of his fiftieth year of service as organist to the Temple, in London. He is now seventy-five years old.

Lorin F. Deland and his wife, Mrs. Margaret Deland, the writer, have gone to Chicago, and have advertised for sale their charming little Boston house, where "The Old Garden" and "John Ward, Preacher," were written. It is full of quaint nooks and dainty devices, planned by the brilliant young authoress herself.

Queen Victoria used an elevator for the first time in many years at the opening of the Imperial Institute in London the other day. There is nothing of the kind in any of the royal palaces. So far as the country residences of the Queen are concerned, there is no special need for a passenger lift, as Her Majesty never by any chance ascends above the first floor, and the private staircases are made as comfortable as possible.

Ex-Governor Ames will present to the town of Easton, Mass., a new high school building which will cost about $60,000 when completed. It will be built in the Colonial style, and besides the recitation, ante and dressing rooms it will have a chemical and mechanical laboratory.

Dr. Rudolf Falb, of Vienna, the meteorologist whose predictions of earthquakes have attracted much attention, is a native of Styria, in Austria, and the son of a miller. He is now about fifty years old. His reputation as an earthquake prophet, which began in 1870, was greatly strengthened in 1880 in Agram. Dr. Falb publishes every year a list of the days on which he expects seismic convulsions. These he calls "critical days"—and these days are those when the moon approaches close to the earth.

George W. Wilson, the comedian, of the Boston Museum, has appeared nearly 5,000 times before the patrons of that theatre. He will have a farewell benefit next Friday, when he will play Conn in "The Shaughraun."

Clement Scott, the dramatic critic of "The London Telegraph," now in Chicago, says that when he left London last November he had not missed an important first night for more than thirty years. When he is on his travels he never neglects to attend the local theatres. "If I ever quit my vocation," he says, "I shall be like the retired soap-boiler—anxious to turn up on melting day. My melting day is the first night of a new play."

GERMAN TRAVEL.

BY RAIL—SOME OF ITS PECULIARITIES AND THE REASONS FOR THEM.

Berlin, May 9.

The American who pays his first visit to Germany will do well to relinquish some of the ideas most familiar to him at home, and first of all, the idea that time is money, as Franklin said. Slow and sure is the motto here. The German, who perhaps could not be made to understand Franklin, models his views rather after those of another distinguished American,—aboriginal, this one—who is known in history by the name of Red Jacket. A white man once complained to the Indian philosopher that he had no time for what he wanted to do. "Well," was the answer, "I suppose you have all the time there is." In Germany also you have all the time there is, and you will be safe in assuming that you can do half as much in the time as you can at home. We think of the siesta as a Southern custom. But here in Berlin, the busiest place in the Empire, people dine at 2, sleep till 4, and then resume the business of the day. In the interval, it is the foreigner who lends a little animation to the streets.

It is as you journey by "Special Express" from Bremerhafen to Bremen, and after your two hours' halt at the seaport station, that these things begin to impress you. You could not quite understand why you were kept waiting two hours in the coal dust of Bremerhafen, nor do you why the final stage in your journey from New-York to Bremen should be performed by rail at the rate of fifteen, or possibly twenty, miles an hour. The beer theory, which I put forward timidly in my last letter, may explain the halt. It reminds one of Swindon, on the Great Western Railway in England. The company, very early in its history, bound itself by contract to a restaurant-keeper, that all trains should stop there ten minutes. That contract is still in force, and the great expresses from London to the west of England and from the west to London are all compelled to halt the full ten minutes in order that the restaurant-keeper may sell beer and buns to the traveller. It was computed not long since that it would cost the company near half a million dollars to buy up the concession. They do not choose to spend the money and the travelling public must submit to the delay. Whether it wants beer or buns does not signify; the restaurant man wants to sell them, and he is master of the situation. It may or may not be so at Bremerhafen. And as for the fifteen miles an hour, what can it signify, except to the impatient American, whether he arrives in Bremen at 8 or 9 or 9:30? Let us all adjust our minds to the German idea.

It is another German idea that it does not much matter whether, or when, luggage is delivered. At the Bremen station there were no visible means of transporting trunks to the hotels. Half a dozen two-horse cabs, very like a New-York hack, but better turned out, were the only vehicles at hand, and they would not, or could not, carry heavy baggage. No hotel porter, no truck or dray or any contrivance of that kind. Your baggage receipt had to be handed, in that spirit of confidence which is to be constantly cultivated in this country, to a railway porter with a brass band about his cap, and a number. The hotel is two minutes' drive from the station. The baggage took an hour and a half to cover this distance. The authorities at the hotel professed themselves helpless; they "could not" send for baggage; it was the railway authorities who charged themselves with the duty of delivery; and deliver they did after this lapse of time and not very far from midnight. I imagine that, in compensation for this delay, there is a certainty in Germany of actually getting your possessions, and perhaps their way is as good as the English way; which is a mere scramble. In England, too, you generally get your trunks, but not always. And I seem to have heard, or even to remember, that in America the express system does not always work with entire precision, and that trunks do not always arrive quite so soon as they are wanted.

At Stendal we came upon an example of German conscientiousness, different in kind but perhaps the same in principle. The train was to stop fourteen minutes for luncheon, or, as they choose to consider it, for dinner. We sat down in a comfortable room, table clean, and food very good; luncheon served comfortably in courses, and rapidly. But at the end of seven or eight minutes we were invited by the conscientious conductor, a punctilious official, equally polite and peremptory, to take our places in the train. Being asked for the bill, the polite head waiter remarked, "You have had only half a dinner, you will pay half price." This he seemed to think the most natural and correct thing in the world. Correct perhaps it was, but where except in Germany, with its taste for military exactitude even in accounts, would it seem natural? Elsewhere, we found they were just as ready to apply the rule against as for the stranger. But that it should be applied even once in his favor is an instance of fair-mindedness for which they are surely entitled to credit.

Another fact will before long begin to be apparent to the arriving American; or two facts. He will, if he takes note of the arrangements on the railways by which he travels, become aware that they are not constructed primarily for his convenience, nor even primarily for the convenience of the German public. They are State railways, and the State thinks first of itself; or, I might say, first, last, and all the time. They are constructed for moving troops with the greatest facility; constructed so that when the fateful "mobel" goes forth from the centre of the great spider's web where sits the king spider known as Chief of the Staff, every railway track and platform and station shall be instantly available for the dispatch and receipt of troops. What would the American railway superintendent say to a state of things which compelled him to keep that contingency foremost in his thoughts and plans? What would an Englishman?

The Englishman, accustomed to the elaborate conveniences of his own railway system, looks with wonder on what seems to him the primitive and imperfect contrivances of the German. They are, I think, neither primitive nor imperfect. Their aim is different. The Englishman expects his train to draw up to a platform nearly on a level with the footboard of his carriage; the platform to be covered; porters to be at hand at every station, not merely at great stations; the station itself to be adjacent to the covered platform, which, indeed, forms a part of it. All this and much more he not only expects but gets. He comes to Germany, travels from Bremen to Berlin, a very important line, and stops at the two chief stations by the way, Uelzen and Stendal. His train comes to a stop midway between two others, or between two tracks if not more than two, and at a distance of perhaps twenty yards from the nearest platform. He has to climb down from his carriage as best he may, no porter to help him or to take his luggage, should he happen to be stopping in these desolate parts. He must cross two or three tracks on the level before he gains the shelter of a platform, and the platform is open. If it rains, he is shelterless till he has scuttled into the station. Trains are moving on both sides of him; he must keep out of their way as best he can. The station itself is comfortless; except that there is always beer, presumably, in this country, the greatest comfort of all, and the one which makes it easy to despense with all others. He will find the conductors and other officials civil and, if they once understand that he wants help, helpful to the best of their ability, but slightly astonished that he should want help. The American may think all this more in the true nature of things, having learned in his own country, under the beneficent but unrelenting despotism of the railroad king, to look out for himself; a lesson the Englishman has never had occasion to learn in his capacity as railway traveller. The Englishman is bewildered and his language in these circumstances apt to be peculiar; and he rashly